

**United States Environmental Protection Agency
Region VI
POLLUTION REPORT**

Date: Friday, October 3, 2003

From: Althea Foster

To: Steve Mason, EPA Region 6

Subject: BNSF Fruitland, Texas Derailment
BNSF Fruitland, TX derailment
Mile marker 67, Fruitland, Montague County, TX
Latitude: 33.4981300
Longitude: -97.7939600

POLREP No.:	1	Site #:	701437
Reporting Period:	10/03/03-10/03/03 Final	D.O. #:	
Start Date:	10/3/2003	Response Authority:	CERCLA
Mob Date:	10/3/2003	Response Type:	Emergency
Demob Date:	10/3/2003	NPL Status:	Non NPL
Completion Date:	10/3/2003	Incident Category:	Removal Assessment
CERCLIS ID #:		Contract #	
RCRIS ID #:			

Site Description

On October 3, 2003, the National Response Center (NRC # 701437) reported to the EPA a train derailment at railroad mile post 63.8, near the community of Fruitland, Montague County, Texas. The Potentially Responsible Party (PRP), The Burlington Northern and Santa Fe Railway Company (BNSF) stated that approximately 35 cars derailed, one containing 60% hydrogen peroxide residue that had released product onto an adjacent railcar containing lumber, causing a fire. One railcar containing isopropyl alcohol residue derailed in close proximity to the burning lumber car. One locomotive also derailed discharging diesel fuel.

Current Activities

The Bowie, Sunset, and Alvord fire departments responded to fight the fire on the lumber car. By 1200, the fire department had substantially extinguished the fire. Only a small lumber pile was still burning, awaiting removal of one rail car.

On October 3, 2003, EPA mobilized to the incident location to conduct an investigation. Eagle Environmental, BNSF contractors, contained the release of diesel fuel and transferred approximately 500 gallons of diesel fuel remaining in the locomotive fuel tank into a vacuum truck. According to the PRP, the contents of the isopropyl alcohol car volatilized into the atmosphere. The derailment caused a gash in the side of the hydrogen peroxide railcar, causing the release.

On October 3, 2003 at approximately 1030 hours Hulcher Services, UP contractor, began removing and re-railing cars.

BNSF contracted with Eagle Environmental to vacuum and remediate the diesel fuel spill.

BNSF also contracted with Hulcher to upright and rerailed cars and assist in replacing damaged track.

Planned Removal Actions

State representative from Texas Commission on Environmental Quality (TCEQ) and TXDOT, as well as representatives from the Federal Railroad Administration (FRA) are on site monitoring remediation activities.

Next Steps

BNSF and its contractors will continue to remediate fuel spill and rerailed cars, and replace damaged track. BNSF is optimistic the track will be back in service late tonight (10/03).

Key Issues

None.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
Intramural Costs				
Total Site Costs	\$0.00	\$0.00	\$0.00	0.00%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

response.epa.gov/bnsf_fruitland_derailment

POLREP #1 Last Updated 10/6/2003